

BEAVERTON TRAFFIC COMMISSION
MEETING MINUTES
November 7, 2013

DRAFT

CALL TO ORDER and ROLL CALL

Chairman Conway called the Traffic Commission meeting to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon, on Thursday, November 7, 2013 at 7:05 pm and called the roll.

Traffic Commissioners present were Ernie Conway, Amy Johnson, John Herring, Bill Berg, and Paul Cohen. Commissioner Brad McLean was absent and excused.

City of Beaverton staff included City Transportation Engineer, Jabra Khasho, Police Traffic Sergeant Steve Schaer and Traffic Commission Recorder Pro-Tem, Bonnie Collins.

VISITOR COMMENTS

Douglas Doran, Beaverton: Mr. Doran said that drivers will purposely run the red light at the pedestrian signal at Farmington Fire Station, west of Menlo. He said he's concerned about accidents and that it's not a matter of visibility or stopping distance, cars just don't stop. He said children go to and from the park and he's very concerned that someone will be hurt or killed there.

He proposed a solution of putting up a photo red light enforcement corner there or traffic details with the police department.

Chair Conway asked Mr. Doran if he had contacted the Police Department.

Mr. Doran said that yes, he had.

Sergeant Schaer said that the Police Department does monthly crosswalk details and that they have had one or two traffic details at that location in the past, but he would be willing to do another in the next couple of months. He said they can also put out an educational flyer explaining what the light cycle means and what responsibilities drivers have.

STAFF COMMENTS

Mr. Khasho said that the City had received additional written testimony on TC 711 that came in after packets were mailed and that the additional comments were available for review and copies had been distributed. He also said that there was written testimony received on TC 712 that was also available.

CONSENT

Chairman Conway reviewed the consent agenda and noted that the only item was the August 1, 2013 draft meeting minutes.

Commissioner Berg suggested a word change on the last page, which the Commission agreed with and the minutes were approved as written with the suggested change.

Commissioner Cohen MOVED, SECONDED by Vice Chair Herring to approve the August 1, 2013, meeting minutes as written with the suggested change. Question called on the motion. Commissioners Berg, Cohen, Conway, and Herring voted AYE. Commissioner Johnson abstained because she was not present at the meeting. The MOTION CARRIED (4:0)

PUBLIC HEARINGS

Issue TC 710: Truck Parking Restrictions on SW Arctic Drive and SW Harvest Court at 5600 SW Arctic Drive

Staff Report

Mr. Khasho said that the request was to prevent truck parking along the frontage of the building at 5600 SW Arctic Drive. The property is at the intersection of Arctic and Harvest Court and the request is to restrict parking on the north side of Harvest Court

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and the east side of Arctic Drive along the front of the property. The request was submitted by the owner and the tenant of the property.

The request was to restrict truck parking for three reasons – first, when trucks are parked in front of the property, it is very unsightly; second, when trucks park there, they damage tree limbs, and also, lastly, when trucks are parked close to the driveway, it blocks the sight distance for drivers exiting the driveways. There is a driveway on Arctic Drive and one on Harvest Court.

Mr. Khasho said that the pavement width of Arctic Drive and of Harvest Court is 44 feet wide. The streets each have a 12-foot planter strip and 5-foot sidewalks. Mr. Khasho said there is plenty of separation between pedestrians and vehicle traffic. He said in the most recent three years of available crash data, there was only one crash reported in that area, and it was at the intersection of Arctic and Harvest where one vehicle was going south to make a left turn into Harvest Court, and the other vehicle was going north on Arctic. The left-turning driver did not yield to the straight-through driver, causing a right-angle collision.

He said that under the current standards of the Engineering Design Manual, Arctic Drive is classified as a neighborhood route and Harvest Court is classified as a local street. In both of those classifications, if the pavement width is at least 34 feet, then parking is allowed on both sides of the street. Both of these streets exceed those standards by 10 feet.

Mr. Khasho said that under the City's Comprehensive Plan Land Use, all properties along Arctic and Harvest are classified as industrial properties, so it is expected to have moderate truck traffic and parking because the trucks serve the businesses along the street. He said that staff has visited the site at least 15 times in the last two weeks and only on a couple of occasions were trucks parked on the north side of Harvest Court. On one occasion, there was one truck parked in front of the building on the east side of Arctic. He said that staff observed many trucks parked on the west side of the street, not along the frontage of the building. He said that staff also observed many employees park on the street, from Allen Boulevard all the way to Sunshine Court, so there is obviously a large demand for on-street parking and also a moderate demand for on-street truck parking.

Mr. Khasho said that if we prohibit truck parking just along the frontage of this building, other property owners will want the same restrictions and the trucks that need to park there to serve the buildings will eventually migrate to the surrounding residential neighborhoods. For those reasons, staff does not support the request to prohibit parking along the whole frontage; however, staff does recommend prohibiting parking for approximately 40 feet on each side of the driveway to improve sight distance and safety.

Public Testimony

Jim Polson, Tigard. Mr. Polson is the owner of the property at 5600 SW Arctic Drive. He said he had the building built in 1996 and for 17 years they have been at that location, doing the best they can to accommodate the parking needs and situation there. He said that once The Hoop was built, the parking situation changed drastically when there are events. He said that the staff at The Hoop are excellent neighbors, putting signs up in neighboring business driveways to discourage overflow parking.

He said that when the tractor trailers are parking on the street, it's unsightly, and also, it takes space from cars/employees and noted that just two tractor trailers takes up a dozen car spaces. He said he has also lost a tree that had to be removed due to damage caused by a tractor trailer. He said the aesthetics are affected in addition to safety. He said he has a damaged curb which occurred around three weeks ago in front of the building. He said he can't prove it was from a tractor trailer but the damage would be very difficult to have done with any other type of vehicle.

Mr. Polson said that he has raised all the tree limbs to 16 feet so that he doesn't lose more trees, but he doesn't want to keep having to accommodate the tractor trailers to keep his trees from being damaged. He brought some photos to share illustrating the problem with trucks parking on the street. He said they truly go out of their way to maintain the building and the truck parking is creating more and more of an issue for them.

Commissioner Johnson asked Mr. Polson if he was in favor of the staff's recommendation of restricting parking within 40 feet of the driveways.

Mr. Polson said that he's not sure of the distance between the driveway of his building to The Hoop's driveway, but he suspects it's around 40-60 feet already. The distance from the other side of the driveway to the corner might be 100-150 feet, he's not sure. He said there's also a red zone as you get closer to the end of the street. If it goes too far down the road, then you have a visibility issue with the stop sign at Arctic. On Arctic Drive, there is a lot more space between the driveway and the corner and he feels that 40 feet

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is an excellent recommendation, he just isn't sure it will work well for Harvest Court. He said that parking is allowed on both sides of the street on Harvest Court, so that's part of the problem, they don't have the length or width and no parking on both sides, which is the primary problem.

Commissioner Herring asked Mr. Polson if the trailers are parking there to deliver and pick up goods for the other businesses or if they are just parking and leaving.

Mr. Polson said he's not sure but he'd seen trucks parked there for 1-3 days. He said that because the trees have matured, they have to crop the trees to accommodate the trucks.

Commissioner Berg asked Mr. Polson if he has noticed whether or not the trailers parked there seem to be the same ones or if they are different over time.

Mr. Polson said that the majority of the trucks parking there seem to be consistent. He said that it's not only trucks, and that at least a third of the vehicles parked there at a time are just the tractor, not the tractor and the trailer. He said he perceives it to be a sort of transfer station.

Commissioner Berg asked Mr. Polson if he had an opportunity to contact and express concerns to the trucking companies directly.

Mr. Polson said he has never had any contact with the owners of the trucking companies.

Chairman Conway asked where Mr. Polson would like to see the trucks be parked, if not on the street.

Mr. Polson said that the trucking companies should lease or purchase a piece of property specifically designed for long term tractor trailer parking.

Mary Sutherland Crouse, Beaverton. She is the CEO of the David H Sutherland Company, which is the tenant at 5600 SW Arctic Drive. The company has been within the City of Beaverton for 30 years and this is the fourth location within the City. She said they are a distribution company, so they have between 20-25 trucks coming in and going out on average, which equates to about a truck an hour. She said the major concern is visibility. The company has 27 employees, 3 which have experienced difficulty seeing when there is a truck parked very close to the curb. She said the other concern is that on Harvest, there are trucks that come in, make a left into the warehouse and then have to turn back around. Some of the trucks that come in are 53 feet, and it's a wide turn and there have been many times when there have been significant visibility issues because the trucks that double park and leave their trailers.

Ms. Sutherland Crouse reiterated what Mr. Polson had said, the trucking company parking there does have local access to park their trucks. None of the trucks being left are for the local businesses. There is not currently a safe movement of vehicles, pedestrians or bicycles on Harvest and Arctic.

Chairman Conway asked if she's in favor of the recommendation or if she's asking for something different.

Ms. Crouse said she is asking for something different, which is no truck parking on Arctic or Harvest. She said that by taking away 40 feet, you only take away car parking, so she'd like to see that truck parking be prohibited on those streets.

Vice Chairman Herring asked if her company has a relationship with one of the companies parking on the street.

Ms. Crouse said, yes, with Conway.

Vice Chairman Herring asked if she had called and talked to that business directly about the issue.

Ms. Crouse said she had not, because they have an excellent relationship with that company and she doesn't want to disrupt that.

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Vice Chairman Herring asked if business were to double or pick up a bit, if they'd potentially need more parking than what they have available now. He said his concern is that if they were to prohibit parking altogether, then businesses could be disrupted if the need for truck parking were to increase at all.

Ms. Crouse said that their business has people come in and go out, they do not sit overnight so their business would not be affected.

Vice Chairman Herring asked, excluding typical business, if there are ever situations where trucks for their businesses might need to park overnight along Harvest or Arctic.

Ms. Crouse said they had never had an issue like that, but they do have bays in the back where people could park if necessary.

Vice Chairman Herring said that since it is an industrial area, there are businesses in the area that may need to leave a truck overnight or for a day to be able to get to it, and with that in mind, asked Ms. Crouse if she would still prefer that they not be able to park in front of her business.

Ms. Crouse said, yes, and the reason is because of the amount of pedestrian traffic. There is a Tri-Met stop nearby and there is a lot of foot traffic in and out of The Hoop and having trucks parked there makes it less safe for pedestrians.

Commissioner Berg asked if she feels the 40-foot recommendation would solve the visibility problem.

Ms. Crouse said that it would probably help with folks going in and out of the driveway, but asked what you are really accomplishing if the real concern is parking spaces?

Commissioner Cohen asked Mr. Khasho if the proposal is to restrict parking for all cars or just trucks within 40 feet.

Mr. Khasho said it would be all parking, not just trucks.

Chairman Conway asked if the minimum requirement for a parking restriction near a driveway is 10 feet.

Mr. Khasho said there is no specific requirement, but typically it is 15 feet on a standard driveway in residential areas.

Steve Hunter, Beaverton. Works at the Beaverton YMCA (The Hoop) on Harvest Court. He said that trucks parking there cause a safety issue when they are having events on the weekends. There is a visibility problem when there are trucks parked in the evenings and weekend.

Chairman Conway asked if he agrees with the staff recommendation or if he'd like to see something changed.

Mr. Hunter said he is in favor of prohibiting truck parking altogether on Harvest and along the frontage of the building in question on Arctic.

Chairman Conway asked if he's in favor of restricting all parking or just truck parking.

Mr. Hunter said that the primary concern is truck parking.

Vice Chairman Herring asked what the orientation of The Hoop is in relation to the building at 5600.

Mr. Hunter said it is behind it.

Mr. Khasho mentioned that on the south side of Harvest Court, parking is prohibited and also there is approximately 20 feet at the corner of Arctic Drive that is already restricted.

Chairman Conway asked why parking is prohibited on the south side altogether.

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Mr. Khasho said that it's because this issue came to the Commission 7-8 years ago when there was a different tenant, a window manufacturer that used to park their trailers on both sides and the owner of the building on the south side had some complaints about it. The issue was brought to the Commission and parking was restricted in that way to keep the street open. There was also an agreement between the property owners on both sides that they could use part of their parking lot instead of taking the on-street parking away.

Chairman Conway asked if the agreement was still in place between the new tenants and property owners.

Mr. Khasho said the City does not keep up with who is renting and what the arrangements between parties are.

Chairman Conway asked if the trees are the responsibility of the City or of the property owner.

Mr. Khasho said that most of the time it is the property owner that is responsibility to keep the limbs 14 feet from the ground, but once in a while the City crews will go out and trim them for various reasons.

Chairman Conway said that one of the concerns mentioned was that the tree limbs are too low, so he was wondering whose responsibility it is to maintain the limbs.

Mr. Khasho said that Code Services could provide more clarification on the issue.

Chairman Conway asked if there is a specific City code regarding the parking limitations on time for a trailer parked on the street.

Mr. Khasho said that City code prohibits truck parking on residential streets and where there is a sleeping establishment, like a hotel or motel, but nothing other than that.

Chairman Conway asked for clarification that if in an industrial area, there is an expectation that trucks can be parked overnight.

Mr. Khasho said yes, there is.

COMMISSION DELIBERATION

Commissioner Berg thanked everyone who testified and said that these issues tend to come up mostly in residential areas and as Chairman Conway said, they are difficult because you just end up moving the problem to another area when you restrict parking. He recommended that the business owners and tenants make an effort to reach out to the offending truck companies to try and find a resolution that way. He said sometimes it works and sometimes it doesn't, but it's worth a try. He said it's difficult because in this particular area, it is zoned industrial and there has to be an expectation of street parking. He said the compromise of the staff recommendation of a 40-foot exclusion zone on either side of the driveway is an excellent one.

Commissioner Cohen said he understands the safety issue and suggested that perhaps parking should be allowed on the south side and maybe that's something to look at in the future. He is also in favor of the 40-foot exclusion.

Vice Chairman Herring said that he's hesitant to restrict parking because other residents, future tenants, etc., might need the parking back and it becomes a back-and-forth. Safety is the number one issue, so he is in favor of staff's recommendation. He said it is possible to revisit the issue but for now he agrees with the proposal as written.

Commissioner Johnson said that she agrees with staff on the 40-foot restriction and agrees that maybe the restriction of parking on the south side should be revisited at a future meeting but for now, the recommendation as written is what she supports.

Chairman Conway thanked everyone for coming out. He said that he is reluctant to remove parking in front of anyone's business or home. He said it's a delicate issue, but safety is most important. There is an expectation that trucks will be able to park and removing too much is simply going to move the problem to another area. He agrees that the issue of parking along the south side of Harvest should be reconsidered at some point. With that in mind, he agrees with the recommendation.

Commissioner COHEN moved, SECONDED by Commissioner Berg to approve the staff recommendation to restrict parking for approximately 40 feet on both sides of the driveways on SW Arctic and on SW Harvest Court for the property at 5600 SW Arctic

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Drive and the final written order as written. Question called on the motion. Commissioners Berg, Cohen, Conway, Herring and Johnson voted AYE. The MOTION CARRIED unanimously (5:0).

Issue TC 711: All-Way Stop Control at the Intersection of NW 173rd Avenue and the East Leg of 173rd Ave. to 170th Avenue

Staff Report

Mr. Khasho said that residents of the Springwood Community Mobile Home Park requested an all-way stop at the intersection of 173rd Ave and the east leg of 173rd Ave that connects to 170th. It is a T-intersection and currently, the westbound traffic has a stop sign at the T. Residents have indicated that drivers don't stop at the stop sign that's there, so they are requesting an all-way stop at the intersections.

He said that there is a residential driveway on the west side, so it's a 4-legged intersection but the west side has a private driveway going into a public street. He said that in September of this year, the traffic count at this intersection was 1174 vehicles entering from the south, 191 entered from the north, and 1145 entered from the east. The traffic volume entering the intersection is not equal.

Mr. Khasho said that staff reviewed the crash data for the most recent three years of available data and there were no crashes reported at this intersection. He said that the Manual of Uniform Control Traffic Devices supports the installation of an all-way stop at an intersection if the traffic volume entering the intersection is approximately equal. The reason for this is because it is always expected that there will be a car at one leg of the intersection with an equal number of cars. Based on the traffic volumes of this intersection, an all-way stop is not warranted. He said staff proposes to keep the intersection controlled as it is with no changes.

He said addressing concerns of people not stopping could be accomplished by enhanced enforcement at the intersection. Education and enforcement is probably the best solution for this intersection.

Mr. Khasho said the majority of the northbound traffic is turning right. Someone requested an all-way stop with a 'right turn permitted without stopping' sign; however, that could create confusion and make the situation worse than what it is now. He said staff does not support the request for an all-way stop.

Public Testimony

Larry Neitling, Beaverton. He is a resident of Springwood. He said the issue is not one of enforcement. People coming up assume that someone is going to turn or stop. He said if you are traveling down from Shady Fir Loop or 173rd, the people coming up from 170th almost always assume that someone will stop, so they are already going to pull out into the intersection, which is a T-bone collision waiting to happen.

Mr. Neitling said he has lived at Springwood for three years and in many cases, he comes down 173rd and someone pulls out in front of him almost every time because people assume that there is also a stop sign there. He said that the problem is that it is perceived as an all-way stop and it is not.

He said that although there haven't been accidents reported, there have been crashes out there and added that it's just a matter of time before someone gets T-boned in that intersection.

Vice Chairman Herring asked if the issue is more that the person coming from 170th onto the short road 173rd Ave and turning left making the assumption that the car approaching from their left will either stop or turn right onto the short road 173rd and continue to 170th.

Mr. Neitling said yes, that is exactly it and there have been a lot of close calls when people not familiar with the intersection come in.

Commissioner Cohen asked what is on the west side of the intersection.

Mr. Neitling said it is a private driveway.

Jennifer Genning, Beaverton. She said she is opposed to having an all-way stop at the intersection. She said that she suggests having a right-turn permitted without stopping plaque. She cited the MUTCD, saying that a plaque permitting a turn without

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stopping can be allowed when 'the engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.' She said that because the traffic engineer's report said that 81% of traffic flow turns right to stay on 173rd to head to 170th, it would make sense not to have an all-way stop, but to allow right-turning traffic to turn without stopping.

Her suggestion is to remove the stop sign on the north side of 173rd and put one and move it to the northwest side of 173rd with a right-turn permitted plaque. She said this would eliminate the traffic problems that have been mentioned. She said drivers assume that approaching cars will go one way and don't stop. She suggested painting lanes on the road.

Chairman Conway asked why she thinks that 173rd is used so much when 170th is actually wider and more open.

Ms. Genning said that she thinks it's mostly local neighborhood traffic.

Chairman Conway said that on his visits he noticed heavy traffic on 173rd.

Wanda Toler, Beaverton. Resident of Springwood Community, clarified that it is not a mobile home park but a manufactured home park instead. She said that she had other residents have been working on this proposal for over a year and has several signatures from residents that have had 'close-call' near crashes. She said it is a big concern because they are senior citizens and they have had to learn to be defensive and pay attention to traffic at the intersection because of the traffic flow there. She said when the street was straight through, the stop sign had to be there because that was a busy road. During commuting hours, the residents couldn't even get out of the driveway. They'd have to sit and wait for someone to let them out. When the change in the road happened, there was an accident, due to drivers going too fast.

The proposal of taking out the stop sign coming onto 173rd would recreate that same situation where they couldn't get out of their neighborhood during commuting hours. She said there is a lot of traffic probably because they are avoiding the school. She doesn't believe it's all just neighborhood traffic. She said the 191 cars counted entering from the north is the Springwood neighborhood and they have to watch for other traffic at the intersection.

Ms. Toler explained that they were not proposing a 4-way stop, they are asking for a stop sign on the north side of 173rd for their own protection and safety.

Chairman Conway asked for clarification because it sounded to him like what she is asking for is to have a stop sign put in northbound with no southbound stop sign.

Ms. Toler said that she is only filling in for her husband, who has been working with the City on the request. She said they have made phone calls, sent letters, gotten signatures, had representatives and everything else that they thought was reasonable but the request has been put off repeatedly.

She said that it seemed to her that the traffic engineer's proposal to deny their request seemed unfair because it seemed like the decision was made before any testimony was heard. No one lives in the neighborhood except them, and they are trying to be safe.

Chairman Conway asked her again what her counter proposal would be, and if she was asking for stop signs at all three corners.

She said that it was.

Commissioner Cohen asked if Exhibit A was the original request.

Chairman Conway explained that it was a modified request but that the recommendation of staff was to deny the request.

Dalton Plunkett, Beaverton. He said that he lives and owns properties on 173rd and lives at the end of the driveway that makes up the fourth leg of the intersection and sees daily what goes on at the intersection. He said that when the change first happened in traffic, you could hear cars screeching to a halt because folks were used to going from 173rd onto Walker.

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He doesn't see a reason for a stop sign for traffic coming out of the Springwood Community. He said he also doesn't see people running stop signs there but he does see people pull out after stopping regardless of whether there is oncoming traffic.

A problem that he has is the mailbox that he has at the end of the driveway and if they are going to put in a stop sign, the postal service would need to be contacted to make sure that mail could still be delivered at that location.

Chairman Conway asked if he is in favor or opposed to the recommendation of the traffic engineer.

Mr. Plunkett said he recognizes the safety issue but he obviously will have a conflict if a stop sign goes near his mailbox, so he isn't sure if he's in favor or opposed.

Commissioner Berg asked him to clarify what he perceived as the problem.

Mr. Plunkett said that it's people going west at the stop sign turning left without looking for traffic in the intersection.

Commissioner Cohen asked if a plaque reading 'southbound traffic does not stop' would help.

Mr. Plunkett said it might.

Sue Springer, Beaverton. She said she's lived in this area since 1964. She said Shady Fir Loop is a private road, and she made sure to clarify that it is a manufactured home *community*, not park. Springwood was developed starting in the 90s and the County required a stop sign in their driveway because the main thoroughfare was 173rd, there was no 170th. She'd like to see an all-way stop there.

She also asked if she could remove the stop sign at the driveway that Washington County required her to put in years ago, at the private drive exiting Springwood.

Chairman Conway explained that because it is a private road entering onto a public road, there must be a stop sign there.

Mr. Khasho said that 173rd was only recently transferred to the City's jurisdiction in July or August. Prior to that it was a Washington County street, and only a small portion is now maintained by the City. Shady Fir Loop and the properties that abut it are all in unincorporated Washington County, not inside the City limits.

He said Mr. Toler had called him probably a year ago about the stop sign and at that time it was a County road so he could not do anything with the request. He said that Mr. Toler's original proposal is for three stop signs on the streets, and he did not mention the driveway coming from the Springwood Community.

Mr. Khasho said that regarding the crash at the barrier, that was not included in his research because staff was specifically looking for crashes at the intersection in question. The crash at the barrier is not related to the intersection, therefore it was not reported at that intersection.

He said when 170th was extended and opened to traffic, people would tend to make a left onto 173rd to go to the north section to avoid the signals at Lisa Street and Baseline.

Chairman Conway asked what the City's policy is on 'oncoming traffic does not stop' plaques on stop signs.

Mr. Khasho said that the MUTCD allows such plaques if there is an odd setup for a stop sign, such as a four-way intersection with only two legs stop-controlled.

Chairman Conway wondered if there was a reason such a plaque couldn't be included at this intersection at the existing stop sign.

Mr. Khasho said that it is very obvious because if it was an all-way stop, there would be an all-way plaque on the stop sign, but there is not, so it should be very obvious to drivers that it is the only leg of that intersection that must stop.

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Chairman Conway asked if it would be unreasonable to add a plaque to that affect to the existing stop sign.

Mr. Khasho said that an all-way stop would cause an increased delay in traffic flow, which is unnecessary at that intersection. He said the suggestion that a plaque could cause some confusion for drivers entering the intersection, which would in turn create some safety problems.

Vice Chairman Herring asked if it is possible for the City to put in an all-way stop given that the intersection does not meet the requirements set forth in the MUTCD.

Mr. Khasho said that the Commission does have the option to overrule the traffic engineer's recommendation, so he could not say yes or no to that question; however, he reminded the Commission that they should follow the codes and standards established by the City and the MUTCD.

Commissioner Cohen asked who owns the stop sign on Shady Fir Loop.

Audience members spoke out and said that the owners of Springwood own the stop sign.

Commissioner asked if that stop sign could be removed.

Mr. Khasho said there are two things to consider – Shady Fir Loop is under the County's jurisdiction; 173rd, the City's. Shady Fir Loop is a driveway, and by state statute, when you are entering a public street from a driveway, you must stop.

Audience members spoke out again and asked what classifies it as a driveway versus a street.

Chairman Conway said that the issue at hand is the intersection, not the private street/driveway, so her concern would need to be addressed separately.

Mr. Khasho said that removing the sign will not make any difference, they still have to stop. The only concern is the pedestrian pathway and removing that stop sign could increase the risk for pedestrians.

COMMISSION DELIBERATION

Commissioner Berg said that he has been trying to figure out what it is about configuration of the streets and the intersection that causes confusion for drivers going westbound on NW 173rd and having an existing stop sign but not obeying it because it seems to be the root of the problem, to him. He said that he lives on a street that has a T-intersection, and he assumes that if he's entering a T-intersection that he is required to stop and look for opposing traffic.

He said the issue seems to be drivers not obeying the stop sign and that he isn't sure adding more stop signs will solve the problem because the majority of the traffic is coming up NW 173rd and going right, so you don't want to impede that traffic by adding a stop sign. He doesn't see a clear solution to the problem.

His recommendation was to leave things as currently configured and agree with staff's recommendation to deny the request.

At this comment, there were a number of outbursts from audience members disagreeing with commission comments and Chairman Conway had to remind the audience that the public testimony portion of the hearing was through.

Commissioner Cohen said if there is really confusing with 173rd, telling people that cross traffic might be useful, but other than that he agrees with the staff recommendation to deny the request.

Chairman Conway said he thought that the suggestion to make 173rd the main throughway was acceptable except that it encouraged folks to take 173rd instead of 170th, which has more lanes, bike lanes, sidewalks, etc. where 173rd does not. He said this was an issue before when 173rd was actually a thoroughfare. He said his concern with adding a stop sign because it would add confusion to an intersection that is already confusing. He said that adding a plaque of right turn permitted without stopping, then it encourages more people to use 173rd instead of using 170th, which is what it was designed for.

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He said that he can understand and appreciate the issue, and he does agree with the staff recommendation to increase enforcement to encourage drivers to stop at the sign that is out there, but he agrees with the staff recommendation to deny the request for additional stop signs.

Again, outbursts from the audience disagreeing with the comments were voiced and again, Chairman Conway reminded the audience that the public testimony portion of the hearing was over.

Commissioner Johnson thanked everyone for coming out to testify and apologized for confusion over whose jurisdiction the streets were under. She said that it does sound like there are safety issues, but the people failing to stop at the stop sign that is there is the real problem, and asked if Beaverton Police could set up some enforcement details there. She added that adding stop signs would not help the problem in her opinion and said she agrees with the staff recommendation.

An audience member spoke up about the tickets issued in the past by both Beaverton Police and Washington County and once again, Chairman Conway had to remind folks that the public testimony portion of the hearing had concluded.

Audience members continued to speak amongst themselves, voicing various concerns and disagreements with the staff recommendation and the commission deliberation.

Commissioner Johnson added that the Traffic Commission is not in a position to 'be creative' about what solutions might be acceptable, that they can only look at the standards and make a recommendation based on applicable codes.

Once again Chairman Conway had to remind those in attendance who continued to make comments that the public testimony portion of the hearing had concluded.

Vice Chairman Herring said that he has relatives living in the area and is more familiar with the situation, but unfortunately the Commission is limited on the options that can be considered. He said that he appreciates and understands the staff recommendation, but because of his familiarity with the area, he can also understand their perspective. He said that he can understand the frustration that nothing shows up in statistics for this area, but those living there see near-misses all the time.

He said that he personally would want to see additional signs there, though he understands and appreciates the opinion of staff and the other commissioners on it. He said that he agrees that none of the criteria matches what they are asking for, especially on paper, but his personal experience there helps him to have a unique perspective and sympathy with the residents of Springwood. He said he'd rather see the additional stop signs put in even if they have to be removed in the future.

He also said that it seemed like those testifying weren't all on the same page, there was one for removing the stop signs, one for adding one on one side, one on the other, etc., and it seems that everyone is up in the air on it. For that reason, he doesn't think he can do anything other than he won't vote to approve the staff's recommendation but he doesn't know how to modify it to satisfy the residents because they aren't in agreement on what they actually want.

He asked if it would need to be rewritten and proposed again.

Mr. Khasho asked what the proposal would be.

Vice Chairman Herring said that he'd prefer to see it as an all-way stop.

Mr. Khasho said that is an option available to the Commission, although the intersection does not meet any of the requirements for an all-way stop.

Commissioner Cohen asked if the Commission is considering the original proposal or the City's recommendation.

Mr. Khasho said the request was for an all-way stop and staff's recommendation is to deny that request.

Commissioner Cohen asked if they would be approving a three-way stop if they voted to approve the original.

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Mr. Khasho said yes, but reminded them that there is a private driveway that makes up the fourth leg of the intersection.

Commissioner Cohen clarified for everyone that what the Commission is to vote on is whether or not to deny the request for an all-way stop and if rejecting the proposal is what the staff recommends.

Mr. Khasho confirmed it was.

Commissioner Cohen asked if there would be three stop signs at the intersection if they proposal was approved as submitted.

Mr. Khasho said it would be and said that the Commission has the option of make it an all-way stop without regard to his recommendation or applicable MUTCD codes.

Commissioner Cohen asked if approving the written order would mean denying the request set forth by the community.

Mr. Khasho confirmed it would.

Commissioner Cohen asked if there is an alternative to those two options.

Mr. Khasho said that if the Commission votes to approve an all-way stop, staff would revise and resubmit the final written order. The approval of a revised written order would be at a meeting in the future.

Commissioner Johnson asked if the issue can be tabled to let the neighborhood come back with a specific recommendation instead of several different requests.

Chairman Conway said that some of the issues presented are outside the scope of what the Commission has to consider. He clarified that up for consideration are the options to deny or approve the request for an all-way stop, not moving stop signs, taking down stop signs on private roads or anything else.

He said that if the request is denied, the residents have the option of appealing to the City Council at a separate hearing. Another option is to offer an alternate proposal for the Commission to consider. He said that the best thing would be to approve the staff recommendation and let the neighbors appeal or come back with a different request.

Mr. Khasho reminded the Commission that they did not have to agree with his recommendation and if they wanted an all-way stop, it could be done, they would just have to revise the written order.

Chairman Conway said that the concern of the Commission is that the neighbors seem to be divided on whether or not to change anything and beyond that there is no agreement on what is specifically needed to remedy the situation. He said that he is not in favor of tabling the issue.

Commissioner Berg MOVED, SECONDED by Commissioner Johnson to deny the request for an all-way stop at the Intersection of NW 173rd Avenue and East Leg of 173rd Ave. to 170th Ave and approve the final written order as written.

Commissioner Cohen asked for continued clarification on what the Commission is voting on in this matter. The Commissioners had brief discussion to clarify what the consequences of voting either way would be for the residents.

Commissioner Cohen MOVED, SECONDED by Vice Chairman Herring to amend the final written order as written to approve the original request as proposed on TC 711: All-Way Stop Control at Intersection of NW 173rd Avenue and East Leg of 173rd Ave. to 170th Ave. Question called on the motion. Commissioners Cohen and Herring voted AYE; Commissioners Berg, Conway and Johnson voted NAY;. Motion is FAILED (3:2).

Chairman Conway and Mr. Khasho reminded the residents that they have 10 days to appeal.

Issue TC 712: Traffic Calming Project Rankings for 2013

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Staff Report

Mr. Khasho said that under the City's adopted Traffic Calming procedures, each year the Traffic Commission considers the ranking of eligible traffic calming projects. To be eligible, projects must meet the established criteria and applicants must submit a petition demonstrating at least 51% of the residents and businesses want the City to consider traffic calming on their street.

The process also allows for time for the Commission to hear any appeals of the City Traffic Engineer's determination on eligibility. No one has appealed tonight's decision, so there is only one petition for consideration.

Mr. Khasho said staff reviewed the petition and signatures and found that it met the requirements for the 51% of the neighborhood support. Staff is asking the Commission to adopt the ranking list submitted, which only has the Schendel Ave Traffic Calming Project.

He said the Traffic Enhancement fund has adequate funding to cover the previously approved projects for funding in addition to the proposed project on Schendel. He said that a few meetings prior to this one, the Commission approved the Traffic Enhancement Fund, and there is still funding available for projects.

Public Testimony

John Cooper, Beaverton. He said he was speaking on behalf of himself and the residents of Hunter's Run Apartments. He said there has been a severe speeding problem on Schendel and he's worried that sooner or later someone will be seriously injured or killed. He said the traffic sensors have recorded speeders as high as 42 MPH, and he would estimate even higher. He said that in his opinion a speed bump would serve as an adequate deterrent to keep folks from speeding because some absolutely disregard pedestrians walking to and from Fred Meyer. He just wants to make a safer environment for everyone.

COMMISSION DELIBERATION

Chairman Conway thanked Mr. Cooper for his time and patience. He asked Mr. Khasho if the Commission has the discretion to do something different or if it has to be speed bumps.

Mr. Khasho said that what we do now is, after the Commission approves the projects, City staff starts working with the neighborhood on developing a plan for the street, and then the plan has to receive 67% approval from the neighborhood before it is brought back for final approval from the Commission. Neighborhood meetings will be scheduled and the process will begin after City Council approves the recommendation.

Commissioner Johnson MOVED, SECONDED by Commissioner Berg to approve TC 712: Traffic Calming Project Rankings for 2013 and the final written order as written. Question called on the motion. Commissioners Berg, Cohen, Conway, Herring and Johnson voted AYE. The motion CARRIED (5:0).

OLD BUSINESS

None

NEW BUSINESS

Mr. Khasho said that there would not be a meeting in December.

ADJOURNMENT

The November 7, 2013 Traffic Commission meeting adjourned at 9:32 pm.